

Appendix A

General Plan Update Text, Goals, and Policies Differences Recommended to Proposed Project

This appendix identifies changes to the General Plan Update text, goals, and policies made to the July 2009 document circulated for public review with draft Environmental Impact Report to prepare the document that is the Recommended Project.

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 1: Introduction		
Page	Section	Revision
1-2	Overview of the General Plan	The General Plan directs future growth in the unincorporated areas of the County with a projected capacity that will accommodate more than 238,500 <u>232,300</u> existing and future homes.
1-5	Overview of the General Plan How to Use the General Plan	The following paragraph has been added after the first paragraph of this section: <u>"The policies contained within this General Plan were written to be a clear statement of policy but also to allow flexibility when it comes to implementation. Policies cannot be applied independently; rather, implementation of the policies must be balanced with one another and will address details such as how and when the policy is applied and any relevant exceptions. For example, a policy to conserve open space is not a mandate for preservation of 100 percent of the existing undeveloped land in the County. It must be balanced with other policies that allow development and other uses of the land. In this case, implementation of the policy in new developments will be achieved through regulations such as the Resource Protection Ordinance, Biological Mitigation Ordinance, and California Environmental Quality Act, which will guide to what degree open space must be conserved."</u>
1-13	Related Documents Regional and Multi-Jurisdictional Plans	The following revision has been made to the third paragraph under this subheading: "The Multiple Species Conservation Program (MSCP) is a County conservation planning program designed to establish connected preserve systems that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the unincorporated County. Plans created under this program are both a federal Habitat Conservation Plan (HCP) and a State Natural Community Conservation Planning (NCCP) <u>program plan</u> . The MSCP addresses the potential impacts of urban growth, natural habitat loss, and species endangerment and creates plans to mitigate for the potential loss of sensitive species and their habitats. The MSCP Plan covers 582,243 acres over twelve jurisdictions. Each jurisdiction has its own Subarea Plan; <u>however, there are only minor differences in how each are implemented and each differs in how it implements the MSCP Plan</u> . The MSCP is also an important program that significantly contributes to the County's ability to realize its watershed protection and climate change goals."
1-17	Global Climate Change: AB 32 Compliance Table I-1: General Plan Policies Addressing Climate Change	Add Policy LU-6.3, Conservation-Oriented Project Design, under the "Land Use" category for Strategy A-1

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Chapter 2: Vision and Guiding Principles		
Page	Section	Revision
2-2	Introduction	The following revision has been made to the last sentence of the paragraph: “The Vision represents the basis by which all updated plan goals, policies, and implementation programs are measured <u>and constitute the Plan’s legislative intent as approved by the Board of Supervisors.</u> ”
2-3	Vision What We Plan to Be	The following revision has been made to the third sentence of the first paragraph: “Our villages are intended to <u>remain grow in</u> compact <u>land development patterns</u> to minimize intrusion into agricultural lands and open spaces; the distance that we travel to our local services and businesses; and the need for extensive infrastructure and services; while also inducing community association, activity, and walking. The County’s ambience will remain quiet and peaceful, with nighttime skies illuminated by the stars.”
2-7	Guiding Principles Guiding Principle 1	The following revision has been made to the first paragraph under the guiding principle: “California and the San Diego region have been among the fastest growing areas in the nation and projections indicate that this will continue during the upcoming decades, regardless of variations associated with economic cycles. Data indicate that much of the growth has been and will continue to be attributable to birth rates of existing residents coupled with the longer <u>lives lifespan</u> of the population and, secondarily, due to immigration.”
2-9 to 2-10	Guiding Principles Guiding Principle 3	The following revisions have been made to the second and third paragraphs under the guiding principle: “As the County continues to grow, it is critical that development be located, scaled, and designed to retain and enhance the qualities that distinguish its communities. Development planning must consider uses; parcel sizes; building form, scale, massing, and architecture; landscapes; and site development practices that are comparable to, or transition with, existing development to ensure that new development “fits” with the community. Smaller parcel sizes in community cores, for example, can be developed to replicate the character and scale of existing development. <u>An economically viable community must also provide housing for all income levels.</u> Close coordination with communities will be essential in understanding those attributes that distinguish them. Clear and effectively crafted community plans have an important role in communicating these principles. With new development, it is also crucial to accommodate, and provide incentives for, important missing uses that residents <u>and other stakeholders</u> indicate are needed to “complete” the community. These may include locally-needed retail and services and/or amenities, such as parks, sidewalks that are pedestrian-friendly, trails and pathways, and parking facilities.”

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Chapter 3: Land Use Element		
Page	Section	Revision
3-3	Introduction Land Use Setting	The following revision has been made to the fifth sentence of the first paragraph under the subheading: “The predominant pattern of development in the unincorporated County is rural in character, offering a choice in use and lifestyle <u>different</u> from the urbanized coastal and inland communities.”
3-6	Land Use Framework	The following revision has been made to the fourth sentence of the first paragraph under the subheading: “Unincorporated San Diego County contains numerous lands that are outside the land use jurisdiction of the County, such as tribal lands, military installations, <u>public utility lands</u> , State parks, and national forests”
3-11	Land Use Framework / Land Use Designations Table LU-1 Land Use Designations and Compatible Regional Categories	For the <i>General Commercial (C-1)</i> , <i>Office Professional (C-2)</i> , and <i>Neighborhood Commercial (C-3)</i> designations, under the Maximum Density column, Note d has been changed to Note e: “ <u>Maximum residential densities are applied through the Zoning Ordinance</u> ”
		For the <i>Village Core Mixed Use (C-5)</i> designations, under the Maximum FAR column, the FAR has been changed from “1.3” to “0.7”. In addition, the following sentence has been added to the end of Note d: “ <u>The maximum FAR in the Village Core Mixed Use Designation is 0.7 unless offsite parking is provided in conjunction with the proposed development. In that case, the maximum FAR would be 1.3</u> ”
		In Table LU-1, Land Use Designations and Compatible Regional Categories, the designation “Federal and State Lands” has been changed to “Public Agency Lands”
		For the <i>Open Space—Recreation</i> designation, under the Maximum Density column, Note e: “Maximum residential densities are applied through the Zoning Ordinance” has been changed to the following: “ <u>1 unit per 2, 4, or 8 gross acres (Note i)</u> ”
		Note g: has been revised as follows: “This designation solely reflects those designations retained from the former General Plan. New SPAs <u>will not be shown on the Land Use Map under the SPA designation, rather these areas will retain their underlying land uses</u> that substitute for General Plan land use designations will not be permitted in this adopted General Plan. ”
		The following note has been added: “ <u>Note i: Residential uses would not occur within this designation unless the proposed development has been carefully examined to assure that there will be no significant adverse environmental impacts, and erosion and fire problems will be minimal.</u> ”
3-12	Land Use Framework / Residential Land Use Designations Table LU-2 Density Formula for Slope-Dependent Lands	The density for the Semi-Rural-0.5 designation has been corrected to read “2 du/gross acre” in areas with slope less than 25 percent.

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3-17	Land Use Framework / Land Use Designations Nonresidential Land Use Designations	Tribal Lands. These lands comprise about 126,000 acres, or five percent of the unincorporated County on 18 federally recognized reservations <u>or Indian villages</u> . Tribal lands are primarily located in Rural Areas.
		The section titled “Federal and State Lands” has been changed to “Public Agency Lands” and the following text changes made to this section: Federal and State <u>Public Agency</u> Lands (State Parks, and National Forests <u>and other public agency non-conservation lands</u>). Federal and State <u>Public agency</u> lands comprise 1,160,700 acres, or 50.8 percent, the majority of the unincorporated County land area. State Parks—including Anza-Borrego Desert State Park, Cuyamaca Rancho State Park, and Palomar Mountain State Park—and the Cleveland National Forest contribute significantly to the unique and unspoiled character of the County’s backcountry. The County contains several military installations, including Marine Corps Base Camp Pendleton, which alone encompasses about 135,000 acres, or six percent of the unincorporated County. These installations are designated as “Military Installations.” This category also includes lands owned by the Bureau of Land Management (BLM) <u>and incorporated jurisdictions</u> .
		Specific Plan Area. The following has been added at the end of the description for this designation” <u>“The intention is to retain the underlying densities on the General Plan Land Use Plan to clearly show the area’s relationship within the context where it is located”</u>
		The following has been added after the section titled “Public and Semi-Public Facilities”: <u>Public/Semi-Public Lands (Solid Waste Facility). This designation occurs on two sites in the County: the Gregory Canyon and East Otay Mesa landfill sites. On November 8, 1994, the voters adopted County of San Diego Initiative Proposition C, which amended the General Plan and re-designated the Gregory Canyon site. Similarly, on June 8, 2010, the voters adopted County of San Diego Initiative Proposition A, which re-designated the East Otay Mesa Site. Both initiatives assigned a (22) Public/Semi-Public Lands designation with a Solid Waste Facility Designator based on the General Plan that was in effect at that time. Although that designation has since been amended in an updated General Plan, the previous designation has been retained for those two sites to comply with the voter-adopted ordinances.</u>

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3-21 to 3-23	Goals and Policies The Community Development Model	<p>Policy LU-1.6</p> <p>Village Expansion. Permit new Village Regional Category designated land uses only where contiguous with an existing or planned Village and where all of the following criteria are met:</p> <ul style="list-style-type: none"> ■ Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding ■ Potential Village development would be accommodated by the General Plan road network ■ Public facilities and services can support the expansion without a reduction of services to other County residents ■ The expansion respects and enhances <u>is consistent with</u> community character, the scale, and the orderly and contiguous growth of a Village area.
		<p>Policy LU-1.7</p> <p>Relationship of County Land Use Designations with Adjoining Jurisdictions. Prohibit the use of established or planned land use patterns in nearby or adjacent jurisdictions as the primary precedent or justification for adjusting land use designations of unincorporated County lands. <u>Coordinate with adjacent cities to ensure that land use designations are consistent with existing and planned infrastructure capacities and capabilities.</u></p>
		<p>Policy LU-2.7</p> <p>Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, <u>vibrations</u>, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.</p>
		<p>Goal LU-4</p> <p>Inter-jurisdictional Coordination. Coordination with the plans and activities of other agencies <u>and tribal governments</u> that relate to issues such as land use, community character, transportation, energy, other infrastructure, public safety, and resource conservation and management in the unincorporated County and the region.</p>
3-24	Goals and Policies Planning for Sustainability	<p>Policy LU-5.1</p> <p>Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use <u>of</u> public transit, when appropriate.</p>

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3-25 to 3-27	Goals and Policies Planning for Sustainability	<p>Policy LU-6.3</p> <p>Conservation-Oriented Project Design. Support conservation-oriented project design when appropriate and consistent with the applicable Community Plan. This can be achieved with mechanisms such as, but not limited to, Specific Plans, lot area averaging, and reductions in lot size with corresponding requirements for preserved open space (Planned Residential Developments). Projects that rely on lot size reductions should incorporate specific design techniques, perimeter lot sizes, or buffers, to achieve compatibility with community character.</p> <p><u>Approval of Conservation-Oriented projects is not guaranteed by-right but shall be allowed to process if consistent with applicable minimum lot sizes, design guidelines, and regulations.</u></p>
		<p>Policy LU-6.11</p> <p>Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in <u>extreme</u>, very high and high <u>hazard</u> fire <u>threat</u> areas or other unmitigable hazardous areas.</p>
		<p>Policy LU-8.2</p> <p>Groundwater Resources. Require development to identify adequate groundwater resources in groundwater dependent areas, as follows:</p> <ul style="list-style-type: none"> ■ In areas dependent on currently identified groundwater overdrafted basins, <u>prohibit</u> new development from exacerbating overdraft conditions. Encourage programs to alleviate overdraft conditions in Borrego Valley. ■ In areas without current overdraft groundwater conditions, <u>prohibit evaluate</u> new groundwater-dependent development <u>to assure a sustainable long-term supply of groundwater is available that will not adversely impact existing groundwater users where overdraft conditions are foreseeable.</u> <p><i>A groundwater basin is considered in an overdraft condition when, during average conditions over a number of years, the amount of water being withdrawn from the basin exceeds the amount of water that recharges the basin.</i></p>
		<p>Policy LU-8.3</p> <p>Groundwater-Dependent Habitat. <u>Prohibit Discourage</u> development that would <u>significantly</u> draw down the groundwater table to the detriment of groundwater-dependent habitat, <u>except in the Borrego Valley.</u></p>
3-28	Goals and Policies Villages and Town Centers	<p>The second paragraph of the “Context” subsection has been revised as follows:</p> <p><u>“Under ideal circumstances, Villages would that</u> contain a mix of land uses <u>to</u> encourage strong neighborhoods and <u>contribute to meeting</u> a community’s daily commercial, civic, and social needs. New development can facilitate the achievement of these objectives and enhance the vitality and livability of existing Villages. Such development is expected to be diverse considering the unique needs and character of each Village.”</p>

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3-29 to 3-30	Goals and Policies Villages and Town Centers	Goal LU-9 Distinct Villages and Community Cores. Well-defined, <u>well</u> -planned, and <u>well</u> -developed community cores, such as Villages and Town Centers, that contribute to a community's identity and character.
		Policy LU-9.1 Village and Community Core Planning. Prepare master plans to <u>Encourage</u> the delineation of and development of more detailed planning direction for the character, design, uses, densities, and amenities of Village areas, Town Centers, and other community cores in Community Plans to assist in the future planning of residences, infrastructure, businesses, and civic uses.
		Policy LU-9.3 Village and Community Core Guidelines and Regulations. Support the development and implementation of design guidelines, Village-specific regulations for roads, parking, and noise, and other planning and regulatory mechanisms that recognize the unique operations and character of Villages, Town Centers, and transportation nodes. Such mechanisms should <u>Ensure that new development respects and enhances</u> <u>be compatible with</u> the overall scale and character of established neighborhoods.
		Policy LU-9.5 Village Core. Encourage <u>Village</u> development of distinct areas within communities offering residents places to live, work, and shop, and neighborhoods that integrate a mix of uses and housing types.
		Policy LU-9.7 Town Center Planning and Design. Plan and guide the development of Town Centers and transportation nodes as the major focal point and activity node for Village areas. Utilize design guidelines to <u>respect and enhance</u> <u>be compatible with</u> the unique character of a community. Roadways, streetscapes, building facades, landscaping, and signage within the town center should be pedestrian oriented. Wherever possible, locate public facilities, such as schools, libraries, community centers, and parks in Town Centers and Villages.
		Policy LU-9.12 Achieving Planned Densities in Villages. In villages, ensure that encourage future residential development <u>to</u> achieves planned densities through multi-family, mixed use, and small-lot single-family projects that are compatible with the community character.
3-33	Goals and Policies Commercial, Office, and Industrial Development	Policy LU-11.2 Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to <u>be compatible with</u> <u>respect and enhance</u> the unique character of the community.

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3-35	Community Services and Infrastructure Context / Water Supply	The following paragraph has been added after the first paragraph of the section: <u>"The City of San Diego owns and maintains seven drinking source water reservoirs in the County. While these reservoirs do not provide potable water for residents outside the city, they are used by County residents for recreation and provide valuable habitat."</u>
		The following paragraph has been added after the second paragraph of the section: <u>"In addition to the UWMP, which deals with long term planning, SDCWA's Board of Directors approved a Drought Management Plan (DMP) in 2006. The DMP provides potential actions that the SDCWA can take to minimize or avoid the impacts associated with supply shortage conditions due primarily to droughts. The DMP also contains a water supply allocation methodology to be used if the SDCWA is required to allocate supplies to its member agencies."</u>
		The following revisions have been made to the third paragraph, fourth sentence: "This means that local water agencies would have to rely on <u>increased conservation, along with</u> contingency and emergency sources of water, including local groundwater and storage supplies, to lessen direct impacts on water availability for their customers."
3-40 to 3-41	Community Services and Infrastructure Goals and Policies	Policy LU-12.2 Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an <u>higher improved</u> LOS but do not achieve a LOS of D or better.
		Policy LU-12.3 Infrastructure and Services Compatibility. Provide public facilities and services that are sensitive to the environment with characteristics of the unincorporated communities. <u>Encourage the collocation of infrastructure facilities, where appropriate.</u>
		Goal LU-13 Adequate Water Quality, <u>and Supply, and Protection</u> . A balanced and regionally integrated water management approach to ensure the long-term viability of San Diego County's water quality and supply.

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3-41 to 3-43	Community Services and Infrastructure Goals and Policies	Policy LU-14.4 Sewer Facilities. Prohibit sewer facilities that would induce unplanned growth. Require sewer systems to be planned developed, and sized to serve the land use pattern and densities depicted on the Land Use Map. Sewer systems and services shall not be extended beyond <u>either</u> Village boundaries (or extant Urban Limit Lines), <u>whichever is more restrictive</u> , except: <ul style="list-style-type: none">■ When<u>When</u> necessary for public health, safety, or welfare.■ <u>When within existing sewer district boundaries; or</u>■ <u>Where specifically allowed in the Community Plan.</u>
		Policy LU-17.2 Compatibility of Schools with Adjoining Uses. Encourage school districts to minimize conflicts between schools and adjacent development <u>land uses</u> through appropriate siting and adequate mitigation, addressing such issues as student drop-off/pick up locations, parking access, and security.

Chapter 4: Mobility Element		
Page	Section	Revision
4-3	Introduction Guiding Principles for Mobility	The following revisions have been made to the second paragraph, second sentence: “Therefore, widening of roads, which can dramatically change the character of a community, is <u>should be pursued only after environmental and community character impacts are also considered</u> generally recommended as a last resort. ”
4-7	Goals and Policies for Mobility Element County Road Network / Context Road Classifications	The second paragraph has been revised as follows: “Flexibility exists within the Public Road Standards for modifications <u>exceptions</u> that may be appropriate for community context or other reasons. Additionally, community specific road standards may also be prepared to implement context-sensitive solutions for individual communities. Where it is demonstrated that permanent bus or transit facilities are needed, such as in a regional transit <u>or school district</u> plan based upon the demand and frequency of buses, additional right of way may be required/obtained for the provision of a bus turn out at designated bus stop locations, based upon design criteria provided by the transit district <u>or school district</u> . In some instances this has been done by utilizing part of the parkway in lieu of increasing the overall right-of-way. The bus turn-outs are designed and implemented on a case by case basis depending on the need and design parameters at the proposed bus turnouts.”

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Chapter 4: Mobility Element		
Page	Section	Revision
4-7 to 4-10	Goals and Policies for Mobility Element County Road Network / Context Road Classifications	The third paragraph has been revised as follows: “These road classifications are specific to County Mobility Element roads, and although another jurisdiction may have a similar classification, the design criteria and standards are not necessarily the same. In addition, although State highways are included in the Mobility Element road network, the cross-section and right-of-way requirements for State highways are within Caltrans’ jurisdiction and may be different than those of Mobility Element road classifications. Generally <u>Caltrans prefers</u> , for rural conventional highways <u>with at-grade intersections and</u> with speeds greater than 40 mph, <u>to have</u> a Clear Recovery Zone of 20 feet beyond the edge of the traveled way <u>is desirable</u> . Fixed objects located at distances less than the required Clear Recovery <u>Zone</u> may not be.”
		Revise the note at the end of Table M 1a: Road Classifications: Six- and Four-Lane Roads: “Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan <u>would could</u> require additional ROW, <u>depending upon what other needs are being accommodated in the parkways.</u> ”
		Revise the note at the end of Table M 1b: Road Classifications: Two-Lane Roads: “Range reflects ROW requirement both with and without the provision of bicycle lanes, in accordance with the Bicycle Transportation Plan. The provision of pathways identified in the Community Trails Master Plan <u>would could</u> require additional ROW, <u>depending upon what other needs are being accommodated in the parkways.</u> ”
		The last paragraph in this section has been revised as follows: Local public roads are <u>normally</u> not included in the Mobility Element network, <u>but Local public roads</u> are depicted with the network for informational purposes when they provide continuity between two Mobility Element roads, especially <u>when</u> those that would operate at an unacceptable level of service without the local public roads. Local public roads are also depicted in areas that are currently undeveloped but planned as a future development area. Right-of-way should be reserved for these roads for local ingress/egress and non-motorized uses until subsequent planning efforts in the area determine specific locations of the local public road network. The basic criteria for depicting local public roads in the Mobility Element are provided in the County’s <u>Local</u> Public Road Standards.
4-11	Goals and Policies for Mobility Element County Road Network / Context Location Guide	Revise Table M-2: Road Classification Suitability, under the “Semi-Rural” column: “ <u>Areas with Physical Constraints Limited use only</u> : 2.3 Minor Collector”
4-12	Goals and Policies for Mobility Element County Road Network / Context Road Network	Add the following sentence to the end of the fifth bullet under “Road Network” subheading: “ <u>Road design should also consider environmental impacts and minimize runoff pollutants entering County watersheds.</u> ”

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Page	Section	Revision
4-13 to 4-15	Goals and Policies County Road Network	<p>Policy M-2.1</p> <p>Level Of Service Criteria. Require development projects to provide associated road improvements necessary to achieve a level of service of “D” or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). <u>When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.</u></p> <p><i>Refer to the Background Material <u>Appendix M3</u> (Roads <u>Segments</u> Where <u>Adding Travel Lanes is Not Justified</u> <u>a Lower Level of Service is Deemed Acceptable</u>) at the end of this chapter for list of road segments accepted to operate at LOS E/F.</i></p> <p>Policy M-3.1</p> <p>Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (<u>see Mobility Element Network Appendix</u>), Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.</p>
4-18	Goals and Policies Regional Transportation Coordination and Facilities Context / Rail Facilities	<p>The last paragraph in this section has been revised as follows:</p> <p>“Since 1996, the California High-Speed Rail Authority (CHSRA) has been the state agency charged with planning, designing, constructing, and operating a statewide high-speed train system. <u>The High Speed Rail alignment from San Diego would be connected to this proposed system via the Interstate 15 corridor, from downtown San Diego to Escondido, Riverside County, and Los Angeles. The High Speed Rail alignment would originate in Downtown San Diego linking University City, Escondido, Riverside County, and Los Angeles via the San Diego-Los Angeles-San Luis Obispo Rail Corridor Agency (LOSSAN), Miramar Road/Carroll Canyon Road, and Interstate 15 corridors.</u> A programmatic environmental impact report/environmental impact statement (PEIR/EIS) was certified in 2005 and planning work continues on the corridor.”</p>
4-18	Goals and Policies Regional Transportation Coordination and Facilities Context / Airports	<p>The first sentence of the first paragraph has been revised as follows:</p> <p>“In addition to <u>San Diego International Airport Lindbergh Field</u>, 11 public-use airports are located within the boundaries of the County, along with four major military aviation facilities and numerous independent airports and heliports.”</p>

Chapter 4: Mobility Element		
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4-23 to 4-24	Goals and Policies Public Transit	<p>Policy M-8.1</p> <p><u>Maximize</u> Transit Service for Transit-Dependent Populations <u>Opportunities</u>. Coordinate with SANDAG, the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to:</p> <ul style="list-style-type: none"> ■ Maximize opportunities for transit services in unincorporated communities ■ <u>Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes</u> ■ Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible ■ Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops
		<p>Policy M-8.2</p> <p>Transit Service to Key Community Facilities and Services. Locate key county facilities, healthcare services, educational institutions, and other civic facilities so that they are accessible by transit in areas where transit is available. <u>Require those facilities to be designed so that they are easily accessible by transit, whenever possible.</u></p>
		<p>Policy M-8.6</p> <p>Park and Ride Facilities. Coordinate with SANDAG, <u>Caltrans</u>, and tribal governments to study transit connectivity and address improving regional opportunities for park-and-ride facilities and transit service to gaming facilities and surrounding rural areas to reduce congestion on rural roads.</p>
		<p>Policy M-8.7</p> <p>Inter-Regional Travel Modes. Coordinate with SANDAG, <u>Caltrans</u>, and the California High-Speed Rail Authority, where appropriate, to identify alternative methods for inter-regional travel to serve the unincorporated County residents.</p>
4-24	Goals and Policies Public Transit	<p><u>Policy M-8.8</u></p> <p><u>Shuttles. Coordinate with Tribal governments, the Reservation Transportation Authority, and other large employers to provide shuttles and other means of connecting transit stops with job locations, civic, and commercial uses, where appropriate.</u></p>

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4-26 to 4-27	Goals and Policies Parking	<p>The first paragraph under the “Context” subheading has been revised as follows:</p> <p>“Parking is an essential component of an efficient transportation system that includes accommodation for automobiles, motorcycles, and bicycles. Parking requirements have an ability to alter transportation choices. Large amounts of <u>Excess</u> free parking <u>promotes an auto-oriented community</u>, discourages <u>high-frequency</u> transit, and can negatively affect walkability and safety by promoting an auto-oriented community. Yet as land becomes scarcer and construction costs increase, so do the costs of providing parking. If an insufficient number of vehicular parking spaces are provided, additional travel is required to find a parking space, causing congestion and delays. If too much vehicular parking is provided, a larger portion of the site is unnecessarily paved, causing degradation in community character and excess stormwater run-off.”</p> <hr/> <p>Policy M-10.5</p> <p>Reduced Parking. Accommodate appropriate reductions in on-site parking requirements in situations such as:</p> <ul style="list-style-type: none"> ■ Development of low-income, and senior, and affordable housing ■ Development located near transit nodes ■ Employment centers that institute Transportation Demand Management programs ■ Development that integrates other parking demand reductions techniques such as parking cash out, <u>when ensured by ongoing permit conditions</u>
4-28 to 4-31	Goals and Policies Bicycle, Pedestrian, and Trail Facilities	<p>The fourth sentence of the fourth paragraph has been revised as follows:</p> <p>“Most of the existing trails are in the mountains and deserts, and when located within or adjacent to open space <u>biological</u> preserves are guided by ecological principles and the County’s MSCP, which require mitigation of impacts to biological resources.”</p> <hr/> <p>Policy M-11.4</p> <p><u>Pedestrian and</u> Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks and ensure that Village development incorporates these networks where applicable.</p>
4-31	Goals and Policies Bicycle, Pedestrian, and Trail Facilities	<p>Policy M-12.1</p> <p>County Trails System. Implement a County Trails Program by developing the proposed <u>designated</u> trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.</p>

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Chapter 4: Mobility Element		
Page	Section	Revision
4-32	Goals and Policies Bicycle, Pedestrian, and Trail Facilities	Policy M-12.9 Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources, ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP <u>preserves</u> , conform siting and use of trails to <u>County</u> MSCP <u>subarea and resource</u> management plans.
		Policy M-12.10 Recreational and Educational Resources. Design trail routes that meet a public need and highlight the County's <u>biological</u> , recreational and educational resources, including natural, scenic, cultural, and historic resources.
4-33	Background Material Level of Service	The last paragraph has been revised as follows: “SANDAG and the County elected to be exempt from the State is responsible for monitoring the performance of a Congestion Management Plan (CMP) <u>roadway system program</u> , which includes selected freeways, state highways, and regional arterials in the County, including the unincorporated areas. In instances when there is a decline in the system's performance or when performance standards are not met, then The County is responsible for the preparation of a Deficiency Plan to monitor the transportation system performance, develop programs to address near and long-term congestion, and better integrate land use and transportation planning decisions. There is a difference in the LOS threshold between the County and the CMP. In cases where the County has a lower LOS, this does not negate the CMP requirement for deficiency plans where the LOS is lower than LOS-E <u>Existing CMP monitoring, threshold levels, guidelines and mitigation strategies will be incorporated into other SANDAG plans and/or programs as a result.</u> ”
4-34 to 4-36	Background Material Accepted Road Classifications with Level of Service E/F	<ul style="list-style-type: none"> ■ The revisions to Table M-4, Road Segments Where Adding Travel Lanes is Not Justified, are provided on the following pages. (Refer to the Mobility Element to view the entire table because only the segments with changes are shown below)

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
State Highways ^a			
SR 67	6-Ln State Highway (6.2 Prime Arterial) <u>4.1A Major Road with Raised Median</u>	Scripps Poway Pkwy. (Lakeside)	Mapleview St <u>Sycamore Park Dr.</u> (Lakeside)
	<u>4.1A Major Road with Raised Median</u>	<u>Johnson Lake Rd. (Lakeside)</u>	<u>Posthill Rd. (Lakeside)</u>
Julian Rd/SR-67	4-Ln State Highway (4-Ln Major Road w/ Raised Median)	Mussey Grade Rd (Ramona)	Highland Valley Rd (Ramona)
SR-76/Pala Rd.^b	6.2 Prime Arterial	Oceanside city limits	S. Mission Rd. (Bonsall)
	<u>2.1D Community Collector w/ Improvement Options</u>	<u>Pala Del Norte Rd (Pala Pauma)</u>	<u>Sixth St (Pala Pauma)</u>
SR-78^b	6-Ln State Highway	Vista city limits (NC Metro)	San Marcos city limits (NC Metro)
Pine Street/SR-78	2.2D Light Collector w/ Improvement Options)	Ash Street (Ramona)	Main Street (Ramona)
Main Street/ SR-78	4-Ln State Highway (4.1B: Major Road w/ Intermittent Turn Lanes)	9th St (Ramona)	Pine St (Ramona)
	4.2B: 4-Ln Boulevard w/ Intermittent Turn Lanes		
Julian Road/ SR-78	2-Ln State Highway (2.1D Community Collector w/ Improvement Options)	3rd St (Ramona)	Earlham St (Ramona)
SR-78	6-Ln State Highway	Sycamore Ave (NC Metro)	Smilax Rd (NC Metro)
SR-94	2.1D Community Collector w/ Improvement Options	Melody Ln. (Jamul)	Otay Lakes Rd. (Jamul)
County CE Roads			
Old Hwy 395	2.1D Community Collector w/ Improvement Options	Rainbow Glenn Rd <u>5th St.</u> (Rainbow)	Fallbrook CPA boundary <u>New Rainbow Valley Blvd.</u>
	2.1D Community Collector w/ Improvement Options	Rainbow CPA boundary	Mission Rd (Fallbrook)
	2.1A Community Collector w/ Raised Median	Mission Rd (Fallbrook)	Pala Mesa <u>Stewart Canyon Dr</u> (Fallbrook)

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
Old Hwy 395	2.1D Community Collector w/ Improvement Options	Fallbrook CPA boundary	I-15 interchange (Bonsall)
Rainbow Valley Blvd.	2.2E Light Collector	I-15 NB Ramps (Rainbow)	Old Hwy. 395 (Rainbow)
E. Fallbrook St.	2.2B Light Collector w/ Continuous Turn Lane	S. Main Ave. (Fallbrook)	Elbrook Dr. (Fallbrook)
E. Alvarado St.	2.2C Light Collector w/ Intermittent Turn Lanes	N. Main Ave. (Fallbrook)	Olive Ave. (Fallbrook)
E. Mission Rd.	2.2B Light Collector w/ Continuous Turn Lane	De Luz Rd. (Fallbrook)	Brandon Rd (Fallbrook)
	4.2B Boulevard w/ Intermittent Turn Lanes	Hamilton Ln Live Oak Park Rd. (Fallbrook)	I-15 NB Ramps Old Hwy 395 (Fallbrook)
	4.1B Major Road w/ Intermittent Turn Lanes	Old Hwy 395 (Fallbrook)	I-15 NB Ramps (Fallbrook)
Pala Mesa Dr.	2.2F Light Collector w/ Reduced Shoulder	Daisy Ln (Fallbrook)	Pankey Rd (Fallbrook)
Pankey Rd.	2.1A Community Collector w/ Raised Median	Pala Mesa Dr (Fallbrook)	Pala Rd (Fallbrook)
Reche Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Fallbrook St (Fallbrook)	Green Canyon Rd (Fallbrook)
Pepper Tree Ln.	2.2E Light Collector	Mission Rd (Fallbrook)	Woodbrook Ln (Fallbrook)
Deer Springs Rd.	6.2 Prime Arterial	Mesa Rock Rd (NC Metro)	I-15 NB ramps (NC Metro)
Bear Valley Parkway	4.1A Major Road w/ Raised Median	Eldorado Dr (NC Metro)	San Pasqual Valley Rd (NC Metro)
Paseo Delicias	2.2A Light Collector w/ Raised Median	La Granada Via De La Valle (San Dieguito)	El Camino Del Norte (San Dieguito)
Lilac Rd.	4.2AB Boulevard w/ Raised Median Intermittent Turn Lanes	New Road 19 (Valley Center)	Valley Center Rd. (Valley Center)
Valley Center Rd.	2.1D Community Collector w/ Improvement Options	Valley Center Road (Pala-Pauma)	Harrah's Rincon Casino (Pala-Pauma)

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
Valley Center Rd.	4.2A Boulevard w/ Raised Median	Sunday Dr (Valley Center)	Lilac Rd (Valley Center)
	4.1A Major Road w/ Raised Median	Lilac Rd (Valley Center)	Miller Rd (Valley Center)
	2.1D Community Collector w/ Improvement Options	Highpoint Dr (Valley Center)	Harrah's Rincon casino (Valley Center)
Woods Valley Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Oakmont Rd (Valley Center)	Karibu Ln Augusta Dr. (Valley Center)
<u>New Road 19</u>	<u>4.2B Boulevard with Intermittent Turn Lanes</u>	<u>Mirar de Valle Road (Valley Center)</u>	<u>Lilac Road (Valley Center)</u>
Alpine Blvd.	2.2A Light Collector w/ Raised Median	Tavern Boulder Rd. (Alpine)	South Grade Rd Louise Dr. (Alpine)
	2.1D Community Collector w/ Improvement Options	South Grade Rd (Alpine)	Willows Rd (Alpine)
	2.1E Community Collector	Willows Rd (Alpine)	New Viejas Road at New Interchange (Alpine)
South Grade Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Eltinge Dr (Alpine)	Olive View Rd (Alpine)
New Viejas Rd. at New Interchange	4.1A Major Road w/ Raised Median	Willows Rd (Alpine)	Alpine Blvd (Alpine)
Tavern Rd.	4.1A Major Road w/ Raised Median	I-8 EB Ramps (Alpine)	Alpine Blvd (Alpine)
Campo Rd/SR-94	4 Ln State Highway (4.1A Major Road w/ Raised Median)	Valle de Oro CPA boundary	Melody Rd (Jamul)
Campo Rd/SR-94	2 Ln State Highway (2.1D Community Collector w/ Improvement Options)	Barrett Lake Rd (Jamul)	Tecate Sub-Group Area boundary
Campo Rd/SR-94	6 Ln State Highway (6.2 Prime Arterial / Interchange w/ Jamacha Road)	Avocado Blvd. (Valle de Oro)	Jamacha Rd (Valle de Oro)
Campo Rd/SR-94	2 Ln State Highway (2.2D Light Collector w/ Improvement Options)	Jamul CPA boundary	Potrero Valley Rd (Mountain Empire)
Willow Rd.	2.2E Light Collector	SR-67 (Lakeside)	Ashwood St (Lakeside)

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	Classification	From	To
Mapleview St.	4.1A Major Road w/ Raised Median	State Route 67 <u>Maine Ave.</u> (Lakeside)	Ashwood St (Lakeside)
Olde Hwy 80	2.2B Light Collector w/ Continuous Turn Lane	Marina Springs Ln (Lakeside)	Labrador Ln (Lakeside)
Woodside Ave.	4.2A Boulevard w/ Raised Median	Winter Gardens Blvd <u>SR-67 NB Off Ramp</u> (Lakeside)	Shamrock Ln <u>Riverford Rd.</u> (Lakeside)
Siempre Viva Rd.	4.1A Major Road w/ Raised Median	SR 11 EB Ramps (Otay)	Loop Rd (Otay)
7 th St.	2.2E Light Collector	<u>Elm St. (Ramona)</u>	<u>A St. (Ramona)</u>
		Elm <u>Main</u> St. (Ramona)	G D St. (Ramona)
Jamacha Blvd <u>Rd.</u>	4.1B Major Road w/ Intermittent Turn Lanes	SR-125 SB Ramps (Spring Valley)	Sweetwater Rd (Spring Valley)
Fuerte Dr.	2.1 <u>2.2</u> E Community <u>Light</u> Collector	Bancroft Dr. (Valle de Oro)	Avacado Blvd. (Valle de Oro)
Kenwood Dr.	2.2D Light Collector w/ Improvement Options	Andreen St. (Spring Valley)	SR 94 EB Ramps (Spring Valley/VDO)
Sweetwater Rd.	2.1D Community Collector w/ Improvement Options	National City limits	Willow Street (Sweetwater)
Sweetwater Rd.	2.1C Community Collector w/ Intermittent Turn Lanes	Willow St. (Sweetwater)	Orchard Hill Rd. (Sweetwater)
Central Ave.	<u>2.2C Light Collector w/ Intermittent Turn Lanes</u>	<u>Bonita Rd. (Sweetwater)</u>	<u>Frisbee St. (Sweetwater)</u>
Willow Street	2.1D Community Collector w/ Improvement Options	Sweetwater Rd. (Sweetwater)	Bonita Rd. (Sweetwater)
Borrego Springs Rd.	2.2D Light Collector w/ Improvement Options	Diamond Bar Rd (Desert)	Tilting T Dr (Desert)
Palm Canyon Dr.	2.2A Light Collector w/ Raised Median	Ocotillo Cir (Desert)	Stirrup Rd (Desert)
Tecate Road/ SR-188	4 Ln State Highway (4.1A Major Road w/ Raised Median)	Campo Rd (Mountain Empire)	USA / Mexico Border (Mountain Empire)

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified

Road	Classification	From	To
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a. The cross-sections for State Highway reflect the design in the Project Authorization/Environmental Document (PA/ED), which are different from those of the County Mobility Element road classifications.

b. Roads noted are on the Congestion Management Program (CMP). Acceptable LOS for roads on the CMP is LOS E or better.

~~Note: Table may need to be modified upon adoption of the Mobility Element network~~

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-2	Introduction Purpose and Scope	The second bullet under the third paragraph has been revised as follows: “ <i>Water Resources</i> —Conserve and efficiently use water and protect <u>the groundwater aquifer</u> , water bodies, and water courses, which include reservoirs, rivers, streams, and the watersheds located throughout the region.”
5-3	Introduction Guiding Principles for Conservation and Open Space	The last sentence of the third paragraph has been revised as follows: “In addition, the Element encourages <u>renewable energy production, along with</u> efficient energy use in buildings and infrastructure and minimizes the impacts of projects that can generate air pollutants.”
5-4	Introduction Relationship to Other General Plan Elements	The last section of this section has been revised as follows: “Additionally, the mining of mineral resources typically has noise, <u>traffic, air, and groundwater</u> impacts that must be addressed.”
5-11	Goals and Policies Water Resources	<p>The following has been added to the end of the fifth paragraph of the “Context” section: <u>“The City of San Diego has seven water reservoirs in the unincorporated County that are crucial to protecting habitat. These reservoirs include Barrett, El Capitan, Hodges, Morena, Otay, San Vicente, and Sutherland.”</u></p> <p>The following has been added to the beginning of the last paragraph of the “Context” section: <u>The Metropolitan Water District of Southern California imports water from the Colorado River and Northern California. This water is distributed to water purveyors in San Diego County.</u></p> <p>Policy COS-4.1 Water Conservation. <u>Require development to R</u>educe the waste of potable water through use of efficient technologies and conservation efforts that minimize the County’s dependence on imported water and conserve groundwater resources.</p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 5: Conservation and Open Space Element		
Page	Section	Revision
5-13	Goals and Policies Water Resources	<p>Policy COS-4.3</p> <p>Stormwater Filtration. Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. This policy shall not apply in areas with high groundwater, where raising the water table could cause septic system failures, and/or moisture damage to building slabs, <u>and/or other problems</u>.</p>
		<p>Policy COS-5.5</p> <p>Impacts of Development <u>to Water Quality</u>. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.</p> <p><u>Protecting reservoir water quality requires that the quality of the water entering the reservoirs is maintained or improved. Pollutants of high concern are nutrients and related algae, total organic carbon, and total dissolved solids.</u></p>
5-14	Goals and Policies Agricultural Resources	<p>The following revisions have been added to the third fifth paragraph of the “Context” section:</p> <p>“A number of issues create pressures and stresses for the ongoing success of agriculture. These include conflicts associated with the urban/agricultural interface, land use pressures, <u>water quality issues</u>, and the high economic cost of operation. In addition, agricultural resources are particularly important in riverbeds, and <u>but</u> face conflicts with aggregate resource extraction and wildlife corridor protection....”</p>

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-15 to 5-16	Goals and Policies Agricultural Resources	<p>Policy COS-6.2</p> <p>Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses by doing the following:</p> <ul style="list-style-type: none"> ■ Limiting the ability of new development to take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations ■ Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses ■ Allowing for agricultural uses in agricultural areas and designing the development and lots in a manner that facilitates continued agricultural use within the development ■ Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture ■ Supporting local and State right-to-farm regulations ■ Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process <p><i>Discourage development that is potentially incompatible with intensive agricultural uses includes schools and civic buildings where the public gather, daycare facilities under private institutional use, private institutional uses (e.g., private hospitals or rest homes), residential densities higher than two dwelling units per acre, and offices and retail commercial.</i></p> <p>Policy COS-6.3</p> <p>Compatibility with Recreation and Open Space. Encourage siting compatible recreational and open space uses and multi-use trails that are compatible with agriculture adjacent to the agricultural lands when planning for development adjacent to agricultural land uses.</p> <p><i>Recreational and open space uses can serve as an effective buffer between agriculture and development that is potentially incompatible with agriculture uses.</i></p>

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-17	Goals and Policies Cultural Resources	<p>Policy COS-7.3</p> <p>Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner <u>all collections to be placed in a local curation facility that meets federal standards per 36 CFR Part 79, with the exception of those required by law to be repatriated.</u></p> <p><i>The determination of what constitutes appropriate treatment and preservation of archaeological collections should be based on existing federal curation standards in combination with consultation with the affected community, such as the tribes. Many collections should be placed in a local collections curation facility that meets federal standards per 36 CFR Part 79. The proper storage and treatment of these collections should also be based on consultation with the affected community, such as the tribes. In addition, existing federal and state law governs the treatment of certain cultural items and human remains, requires consultation, and in some circumstances, repatriation. The County is committed to conduct an inventory of collections it holds or are held by cultural resources consulting firms.</i></p> <p>Policy COS-7.4</p> <p>Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.</p> <p><i>Consultation should take place with the affected communities concerning the appropriate treatment of cultural resources, including archaeological sites, sacred places, traditional cultural properties, historical buildings and objects, artifacts, human remains, and other items. <u>The County is required by law, Senate Bill 18 Protection of Traditional Tribal Cultural Places (SB-18), to consult with the appropriate tribes for projects that may result in major land use decisions including General Plans, General Plan Amendments, Specific Plans and Specific Plan Amendment. In addition to these types of permits, it is County policy to consult with the appropriate tribes on all other projects that contain or are likely to contain, archaeological resources.</u> State law SB 18 requires consultation with tribes during the processing of proposed Specific Plans, Specific Plan Amendments, and General Plan Amendments. In addition the County will consult with affected communities, such as the tribes, on all projects that have the potential to impact important cultural resources. Consultation may also include active participation by the tribes as monitors in the survey, testing, excavation, and grading phases of the project.</i></p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-18	Goals and Policies Cultural Resources	<p>Policy COS-7.5</p> <p>Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect <u>and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State and County Regulations.</u></p> <p><i>Human remains, including ancestral Native American remains, should be left undisturbed and preserved in place whenever possible. For most development permits, this is required by the County's Resource Protection Ordinance. In the event that human remains are discovered during any phase of an archaeological investigation, the requirements of State and local laws and ordinances, including notification of and consultation with appropriate tribal members, must be followed in determining what constitutes appropriate treatment of those remains.</i></p> <p>Goal COS-8</p> <p>Protection and Conservation of the Historically Built Environment. Protection, conservation, use, and enjoyment of the County's important historic resources.</p> <p>Policy COS-8.1</p> <p>Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources <u>as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.</u></p> <p><i>Historic buildings, objects, trails, landscapes and districts are important parts of the multi-cultural heritage of San Diego County and should be preserved for the future enjoyment and education of the County's diverse populations. Preservation and adaptive reuse of these resources should be encouraged during the planning process and an emphasis should be placed on incentives for preservation, such as the Mills Act property tax program, in addition to restrictions on development, where appropriate.</i></p>
5-21	Goals and Policies Mineral Resources	<p>The following has been added to the third sentence of the fourth paragraph of the "Context" section:</p> <p>"The permitted aggregate resources represent only 17 percent of the 50 year estimated demand <u>(year 2006 to 2056)</u> of 1,164 million tons"</p>

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-23	Goals and Policies Mineral Resources	Goal COS-10 Protection of Mineral Resources. The long-term production of mineral materials adequate to meet the local County <u>average</u> annual demand, while maintaining permitted reserves equivalent to a 50-year supply, using operational techniques and site reclamation methods consistent with SMARA standards such that adverse effects on surrounding land uses, public health, and the environment are minimized.
		Policy COS-10.1 Siting of Development. Encourage the conservation (i.e., protection from incompatible land uses) of areas that designated as <u>have having</u> substantial potential for mineral extraction. Discourage development that would substantially preclude the future development of mining facilities in these areas. Design development or uses to minimize the potential conflict with existing or potential future mining facilities. <u>For purposes of this policy, incompatible land uses are defined by SMARA Section 3675.</u>
		Policy COS-10.2 Protection of State-Classified or Designated Lands. Discourage development or the establishment of other incompatible land uses on or adjacent to areas classified or designated by the State of California as having important mineral resources (MRZ-2), <u>as well as potential mineral lands identified by other government agencies.</u> The potential for the extraction of substantial mineral resources from lands classified by the State of California as areas that contain mineral resources (MRZ-3) shall be considered by the County in making land use decisions.
		Policy COS-10.4 Compatible Land Uses. Discourage the development of land uses that are not compatible with the retention of mining or recreational access to non-aggregate mineral deposits. <u>See Policy COS-10.1 for a definition of incompatible land uses.</u>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-27 to 5-30	Goals and Policies Visual Resources	<p>In Table COS-1, County Scenic Highway System Changes</p> <p>7 East Grade Road <u>Interstate 15</u> east to State Route 79</p> <p>10 Via de la Valle, El Escondido <u>Paseo Delicias</u>, and Del Dios Highway</p> <p>12 Lake Wohlford Road: Valley Center Road east (Escondido city limits) to Quejito Road <u>Valley Center Road</u> (excluding portion within city of Escondido)</p> <p>19 Vista Way, Gopher Canyon, and Old Castle Roads, Lilac, and Valley Center Roads: Vista city limits north and east to <u>Lilac Road</u> State Route 76</p> <p>20 <u>Lilac and Valley Center Roads</u> Lake Wohlford Road: <u>State Route 76 to State Route 76</u> Quejito Road north to Valley Center Road</p> <p><u>51 Scripps Poway Parkway: Poway city limits to State Route 67</u></p>
		<p>Policy COS-11.4</p> <p>Collaboration with Agencies and Jurisdictions. Coordinate with adjacent federal and State agencies, and local jurisdictions, <u>and tribal governments</u> to protect scenic resources and corridors that extend beyond the County's land use authority, but are important to the welfare of County residents.</p>
		<p><u>Policy COS-13.3</u></p> <p><u>Collaboration to Retain Night Skies. Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.</u></p>
5-33	Goals and Policies Air Quality, Climate Change, and Energy Context / Energy & Sustainable Development	<p>The following paragraph has been added after the second paragraph in this section:</p> <p><u>"Energy and water are inextricably linked, especially in Southern California, where moving imported water around the State requires large amounts of energy. For example, the California State Water Project uses more energy than any single user. Therefore, reducing water use can save significant amounts of energy."</u></p>

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-33 to 5-37	Goals and Policies Air Quality, Climate Change, and Energy	<p>The last two paragraphs in this section have been revised as follows:</p> <p>“Energy efficiency, a key to meeting long-term energy needs, implies using less energy to perform the same function. Conserving energy or “doing without”, and using energy more efficiently by doing the same task with less energy, are other methods <u>where</u> the County can promote to extend the supply of energy, <u>with minimal to no adverse impacts</u>. Installing lighting that uses less electricity, installing additional insulation to reduce heating and cooling requirements, and switching to a vehicle with better gas mileage are energy efficiency measures. Conservation connotes “doing without” in order to save energy rather than using less energy to do the same thing. For example, turning off lights, turning down the air conditioner, and making fewer vehicle trips are all conservation measures.</p> <p>Renewable sources include everything from small rooftop solar photovoltaic applications to larger renewable developments such as the Kumeyaay Wind project. <u>While the large projects can supply energy to many thousands of homes, they generally require new transmission lines, which can result in land use and aesthetic impacts, along with an increased risk of wildfires.</u> San Diego County depends ...”</p> <p>Goal COS-17</p> <p>Sustainable Solid Waste Management. Perform solid waste management in a manner that protects natural resources from pollutants while providing sufficient, long term capacity through vigorous reduction, reuse, and recycling, <u>and composting</u> programs.</p> <p>Policy COS-17.1</p> <p>Reduction of Solid Waste Materials. Reduce greenhouse gas emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with the California <i>Integrated Waste Management Act</i> (AB 939) that requires each local jurisdiction in the state to divert at least 50 percent of its solid waste from being placed into landfills.</p> <p><u>The current State-required diversion rate for solid waste is 50%. Should that rate change, as reflected in several bills before the California legislature in September, 2009, the County of San Diego will begin to comply within the requirements of the new law.</u></p>

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-38	Goals and Policies Air Quality, Climate Change, and Energy	Policy COS-18.1 Alternate Energy Systems <u>Design</u> . Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.
		<u>Policy COS-18.3 (NEW)</u> <u>Alternate Energy Systems Impacts. Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.</u>
		Goal COS-19 Sustainable Water Supply. Conservation of limited water supply supporting <u>all uses including</u> urban, <u>rural</u> , <u>commercial</u> , <u>industrial</u> , and agricultural uses.
		Policy COS-19.2 Recycled Water in New Development. Require the use of recycled water in development wherever feasible. <u>Restrict the use of recycled water when it increases salt loading in reservoirs.</u> <u>A permit is required from the County Department of Environmental Health for the use of recycled water.</u>
5-39 to 5-40	Goals and Policies Parks and Recreation Context	The first paragraph in this section has been revised as follows: This section identifies how the County of San Diego intends to meet the public need for parks and recreation opportunities. This section also identifies how the County intends to meet open space needs including building out the <u>MSCP inter-connected</u> preserve <u>system (refer to Goal COS-1)</u> and meeting General Plan goals and County strategic initiatives. The Mobility Element addresses ...
		The first sentence of the fifth bullet (Preserves) after the first paragraph in this section has been revised as follows: “Preserves include areas of environmental significance and beauty. The dual purpose of preserves is to protect biological, cultural, and historical resources, <u>as well as community character</u> , and to make these resources available for public recreation opportunities.”
		The following sentence has been added to the end of the second paragraph as follows: <u>“In addition to the Park and Recreation goals and policies concerning Open Space, see also goals and policies under the Biological Resources and Cultural Resources sections on this Element.”</u>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 5: Conservation and Open Space Element

Page	Section	Revision
5-40 to 5-42	Goals and Policies Parks and Recreation	<p>The last paragraph in this section has been revised as follows:</p> <p>“Existing sources of funding for park acquisition and development include federal, state, and local funds and donations, <u>as well as and</u> through developer <u>extractions exactions</u>. The Park Lands Dedication Ordinance (PLDO) provides funding for local park active recreation. The PLDO specifies that new subdivisions are required to dedicate active park land or pay a fee in-lieu of dedication, or a combination of both, at a level of three acres per 1,000 population. State law allows for up to five acres per 1,000 population if the current active park acreage exceeds the three-acre level. These fees may also be used to provide recreational <u>al services</u> in regional parks for local community residents. The County also ...”</p> <p>Policy COS-21.3</p> <p>Park Design. Design parks that reflect community character and identity, incorporate local natural <u>and cultural</u> landscapes and features, and consider the surrounding land uses and urban form <u>and cultural and historic resources</u>.</p> <p>Policy COS-23.1</p> <p>Public Access. Provide public access to natural and cultural <u>(where allowed)</u> resources through effective planning that conserves the County’s native wildlife, <u>and</u> enhances and restores a continuous network of connected natural habitat <u>and protects water resources</u>.</p>

Chapter 6: Housing Element

Page	Section	Revision
6-2	Introduction	<p>The following sentence has been added to the end of this section as follows:</p> <p><u>“(Refer to the Housing Element Background Report for additional information concerning the challenges in meeting the RHNA.)”</u></p>
6-7	Introduction Key Issues / Villages Issues	<p>The last sentence of the third bullet (Infrastructure and Services) after the first paragraph in this section has been revised as follows:</p> <p>“Additionally, in many of the rural villages <u>certain higher</u> multi-family residential densities cannot be supported due to equipment limitations in many fire districts.”</p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 6: Housing Element

Page	Section	Revision
6-12	Goals and Policies Housing Development	Policy H-1.3 Housing near Public Services. Encourage the development of Maximize housing in areas served by transportation networks, within close proximity to job centers, and where public services and infrastructure are available.

Chapter 7: Safety Element

Page	Section	Revision
7-4	Goals and Policies Hazards Mitigation, Disaster Preparedness, and Emergency Response	Policy S-1.1 Land Use Designation Minimize Exposure to Hazards . Minimize the population exposed to hazards by assigning land use designations and density allowances that reflect site specific constraints and hazards.
7-5 to 7-8	Goals and Policies Fire Hazards	<p>Revise the first paragraph of the “Context” section as follows: In the County of San Diego, fire hazards represent a high level threat to personal injury and property damage. Because most of the unincorporated County is located within high or very high or extreme fire hazard severity zones threat areas, avoiding high threat areas is not possible (Figure S 1 [Fire Hazards Threat]). Comparing structural loss data from CAL FIRE of the 20 largest California wildland fires by structural loss between 1923-2008, San Diego County accounted for over 34 percent of the total destroyed structures statewide.</p> <p>The end of the second paragraph in the “Context” section has been revised as follows: “Over half of the land acreage of the unincorporated county is public land owned by the federal government, state government, or local government. Wildland fire control in these areas rests predominately with the California State Department of Forestry (CAL FIRE) and the United States Forest Service (USFS). Therefore, policies focus on minimizing the impact of wildfires through land use planning techniques and other mitigation measures. Key issues addressed in this section are as follows.”</p> <p>Policy S-3.7 Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire hazards threat areas.</p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 7: Safety Element		
Page	Section	Revision
7-9 to 7-10	Goals and Policies Fire Hazards	<p>Policy S-4.1</p> <p>Fuel Management Programs. Support programs consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs <u>to protect structures</u> with the preservation of native vegetation <u>and sensitive habitats</u>.</p>
		<p>Policy S-4.2</p> <p>Coordination to Minimize Fuel Management Impacts. <u>Consider</u> solicit comments from CAL FIRE, <u>U.S. Forest Service, local fire agencies</u>, and wildlife agencies for recommendations regarding mitigation for impacts to habitat and species into fuel management projects.</p>
		<p><u>Policy S-4.3</u></p> <p><u>Forest Health. Encourage the protection of woodlands, forests, and tree resources and limit fire threat through appropriate fuel management such as removal of dead, dying, and diseased trees.</u></p>
		<p><u>Policy S-5.3</u></p> <p><u>Reassessment of Fire Hazards. Coordinate with fire protection and emergency service providers to reassess fire hazards after wildfire events to adjust fire prevention and suppression needs, as necessary, commensurate for both short and long term fire prevention needs.</u></p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 7: Safety Element		
Page	Section	Revision
7-10 to 7-11	Goals and Policies Fire Hazards	<p>Policy S-6.4</p> <p>Fire Protection Services for Development. Require that <u>new</u> development demonstrate that fire services can be provided that meet the minimum travel times identified in Table S-1 (Travel Time Standards <u>from Closest Fire Station</u>).</p> <p><i>Travel times are calculated using accepted methodology based on the travel distance from the fire station to the farthest dwelling unit of the development. Fire stations must be staffed year-round, publicly supported, and committed to providing service. These do not include stations that are not obligated by law to automatically respond to an incident. <u>Travel time is based on standards published by the National Fire Protection Association. Travel time does not represent total response time, which is calculated by adding the travel time to the call processing time and to the turnout/reflex time. Generally, the call processing and turnout/reflex time would add between two to three minutes to the travel time. It is not known if any county has formally adopted NFPA 1710 and/or 1720 as a standard. Total Response Time (NFPA 1710/1720) is calculated as time the Public Safety Answering Point (PSAP) receives the emergency call, transfers it to fire communications, the alarm is processed and transmitted to responders, responders "turnout", plus travel time to the scene to initiate action. The use of response time for determining adequate service is problematic in the unincorporated County because it is subjective and varies from department to department, station to station and work shift to work shift. Reflex time (the amount of time from when the call is received by the station to when the engine leaves the station) can vary from one to three minutes. The use of travel time, as calculated by using NFPA 1142, allows us to be consistent across the County in determining adequate response, regardless of the district.</u></i></p> <p><i>Table S 1 establishes a service level standard for fire and first responder emergency medical services that is appropriate to the area where a development is located. Standards are intended to (1) help ensure development occurs in areas with adequate fire protection and/or (2) help improve fire service in areas with inadequate coverage by requiring mitigation for service-level improvements as part of project approval.</i></p> <p>Revise Table S-1 as shown below:</p>

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Table S-1 Travel Time Standards <u>from the Closest Fire Station*</u>		
Travel Time	Regional Category (and/or Land Use Designation)	<u>Purpose Rationale for Travel Time Standards**</u>
5 min	<ul style="list-style-type: none"> ■ Village (VR-2 to VR-30) and limited Semi-Rural Residential Areas (SR-1) ■ Commercial and Industrial Designations in the Village Regional Category ■ Development located within a Village Boundary 	<u>In general</u> , this travel time is designed to help contain a fire to its room of origin and to respond quickly to medical emergencies. This standard applies to the County's more intensely developed areas, where resident and business expectations for service are the highest.
10 min	<ul style="list-style-type: none"> ■ Semi-Rural Residential Areas (> SR-1 and SR-2 and SR-4) ■ Commercial and Industrial Designations in the Semi-Rural Regional Category ■ Development located within a Rural Village Boundary 	<u>In general</u> , this travel time is designed to contain a fire to multiple rooms of origin. It provides a moderate level of service in areas where lower-density development, longer access routes and longer distances make it difficult to achieve shorter travel times.
20 min	<ul style="list-style-type: none"> ■ Limited Semi-Rural Residential areas (>SR-4, SR-10) and Rural Lands (RL-20) ■ A// Commercial and Industrial Designations in the Rural Lands Regional Category 	<u>In general</u> , this travel time is designed to contain a fire to its foundation of origin, thereby minimizing the spread of structural fires to wildland areas. It is appropriate for very low-density residential areas, where full-time fire service is limited and where long access routes make it impossible to achieve shorter travel times.
>20 min	<ul style="list-style-type: none"> ■ Very-low rural land densities (RL-40, RL-80, and RL-160) 	Application of very-low rural densities mitigates the risk associated with wildfires by drastically reducing the number of people potentially exposed to this hazard. Future subdivisions at these densities are not required to meet a travel time standard. However, independent fire districts should impose additional mitigation requirements on development in these areas.

* The most restrictive standard will apply when the density, regional category and/or village/rural village boundary do not yield a consistent response time standard.

** Travel time standards do not guarantee a specific level of service or response time from fire and emergency services. Level of service is determined by the funding and resources available to the responding entity.

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Chapter 7: Safety Element		
Page	Section	Revision
7-20	Goals and Policies Flood Hazards	<p>Policy S-9.4</p> <p>Development in Villages. Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts <u>or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in community plans.</u></p> <p><i>A higher level of flexibility for floodplain encroachment within Villages is provided where future growth is planned and where fewer options are available for locating development outside the floodplain.</i></p>
		<p>Policy S-9.5</p> <p>Development in the Floodplain Fringe. Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, <u>unless specifically allowed in a community plan.</u> This policy shall not apply when the lot is entirely within the floodplain or when sufficient land for development on a project site is not available and where clustering is not feasible to minimize encroachment on floodplains. In those instances, require development to minimize impacts to the capacity of the floodplain. <u>For parcels located entirely within a floodplain or without sufficient space for a building pad outside the floodplain, development is limited to a single family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.</u></p>
7-24	Goals and Policies Airport Hazards	<p>Policy S-15.3</p> <p>Hazardous Obstructions within Airport Approach and Departure. Restrict <u>development of</u> potentially hazardous obstructions or other hazards to flight located within airport approach and departure areas or known flight patterns and discourage uses that may impact airport operations or do not meet Federal or State aviation standards.</p>

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 8: Noise Element		
Page	Section	Revision
8-2	Introduction Relationship to Other General Plan Elements	The fourth bullet to the first paragraph in this section has been revised as follows: Open Space/Conservation —Excessive noise can adversely affect <u>biological resources, along with</u> the enjoyment of recreational pursuits in parks and other designated open spaces, particularly in areas where a quiet environment is valued as part of the recreational or outdoor experience. As a result, noise levels are considered in the planning of <u>habitat conservation areas and</u> new recreational and open space areas. Additionally, open space can be used to separate and buffer noise sensitive land uses from noise producers by the effective use of setbacks and landscaped berms.
8-10	Noise Standards Table N-2: Noise Standards	The following note has been added to the bottom of the table: <u>Note: Exterior Noise Level compatibility guidelines for Land Use Categories A-H are identified in Table N-1, Noise Compatibility Guidelines.</u>
8-13	Goals and Policies Noise Generators	Policy N-4.8 Train Horn Noise. Establish train horn “quiet zones” with new rail projects consistent with federal regulations, where applicable. Promote community programs for existing <u>at</u> -grade crossings by working with rail operators.
Chapter 9: Implementation of the General Plan		
Page	Section	Revision
		No changes have been made to this chapter.
Chapter 10: Acronyms and Glossary		
Page	Section	Revision
10-6 to 10-7	Glossary	<u>Agriculture Preserve</u> —An agricultural preserve defines the boundary of an area within which the County has entered into a contract with the property owner, through a resolution of the Board of Supervisors. Only land located within an agricultural preserve is eligible for a Williamson Act contract. Preserves are regulated by rules and restrictions designated in the resolution to ensure that the land within the preserve is maintained for agricultural or open space use. <u>Aquifer</u> — A formation, group of formations, or part of a formation that contains sufficient saturated, permeable material to yield significant quantities of water to wells and springs.

General Plan Update Text, Goals, and Policies Differences -- Recommended to Proposed Project

Chapter 10: Acronyms and Glossary

Page	Section	Revision
10-8; 10-32	Glossary	<p>Building—A building is a resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. “Building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn. The Somers-Linden Farmstead, the McRae/Albright Ranch House, the Holmgren House, and the County Administration Center are examples of buildings in the unincorporated area of San Diego County.</p> <p><u>Context Sensitive Solutions— A collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.</u></p> <p><u>Greenbelt— A largely undeveloped area surrounding more urbanized areas, consisting of either agricultural lands, open space, conservation areas, passive parks, or very low density rural residential lands.</u></p> <p>Sustainable Development—Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Community use of natural resources in a way that does not compromise the ability of future generations to meet their own needs</p> <p><u>Watershed— An area of land that drains water into a lake, reservoir, or river. Everything that is on that land, whether a natural feature or human activity, is included.</u></p>

Forest Conservation Initiative Appendix

Page	Section	Revision
		No changes have been made to this appendix.